

Appendix A. Notice of Preparation

NOTICE OF PREPARATION

To: State Clearinghouse,
Responsible Agencies
Trustee Agencies
Other Interested Parties
(please see Distribution List)

From: Lori Lawrence, Environmental Review Clerk
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Subject: Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Study

Placer County and the Tahoe Regional Planning Agency (TRPA) will serve as joint Lead Agencies and will prepare a joint Environment Impact Report (EIR)/Environmental Impact Statement (EIS) for the project identified below. The County's EIR is intended to meet the requirements of the California Environmental Quality Act (CEQA) and TRPA's EIS is intended to meet the requirements of TRPA's Code of Ordinances. The Federal Highway Administration (FHWA) will be the Lead Agency for the requirements of the National Environmental Policy Act (NEPA). Please provide your comments as to the scope and content of the environmental information that is germane to you as a private individual or to your agency's statutory responsibilities in connection with the proposed project. Agencies that receive this Notice of Preparation will need to use the joint EIR/EIS prepared by Placer County and TRPA when considering your permit or other approvals for the project, if applicable. It is also important to note that this will not be the final opportunity for private individuals or agencies to comment on this project.

The project description, location, and the potential environmental effects are noted below. Due to the time limits mandated by California State law, your response must be sent at the earliest possible date but not later than **December 23, 2002**.

For further information on the proposed project, or to mail your written response, please contact **Lori Lawrence, Placer County Planning Department**, at the address indicated above. A copy of all comments received by Placer County will also be forwarded to TRPA. We request the name of a contact person for your agency, if applicable.

Project Title: Kings Beach Commercial Core Improvement Project

Notice of Public Scoping Workshop

A public scoping workshop for the proposed project is planned for:

Date / Time	December 5, 2002, 7:00 – 9:00 pm
Location	North Tahoe Community Conference Center
Address	8318 North Lake Boulevard (SR28), Kings Beach, CA 96143

All interested parties are invited to attend and provide comments on the scope of the EIR, alternatives to be studied, potential impacts, and on the project in general.

Project Description for Kings Beach Commercial Core Improvement Project

The proposed project involves partial reconstruction of a portion of State Route 28 (SR28) and other improvements within the Community Plan boundaries of Kings Beach, California (see Figure 1). The project involves the following components:

1. Roadway improvements
 - Option A: Two vehicle travel lanes in each direction. Turn pockets present at four ~~signalized intersections. Two of the signals exist currently (SR267 and Coon~~ Street), and the other two (Bear Street and Fox Street) are proposed.
 - Option B: One vehicle travel lane in each direction, separated by a center turn lane. Roundabouts would be constructed at the Bear, Coon and Fox Street intersections. The existing signal at SR267 would remain. To accommodate roundabout configuration, block-long segments of Brook, Salmon, and Minnow Streets would be converted to one-way (east-bound) roadways.
2. Pedestrian and bicycle access improvements (bike lanes, sidewalks, landscaping and streetscape)
3. Water quality improvements
4. Replacement parking

The project was initiated by the need to improve pedestrian and bicyclist access along and across SR28 within the Kings Beach Commercial Core. Currently, sidewalks are present in only some locations and where they are not present, pedestrians must walk along the edge of the street or along undeveloped portions of the roadway. In addition, bicyclists must ride in the roadway, competing with automobiles and pedestrians. Facilities for pedestrians and bicyclists will be expanded upon. Improvements for access across SR28 also are proposed to supplement the existing two signalized intersections.

Portions of the existing drainage system, constructed in the 1960s, are undersized and provide no water quality treatment. Recent upgrades north of SR28 have increased drainage network capacity and improved sediment control. However, the restricted capacity of culverts underneath the roadway limits the extent to which up-gradient waters can be conveyed across SR28 right-of-way. The proximity of the roadway to Lake Tahoe limits options available for treatment of storm water runoff. Because of these limitations, existing storm water treatment facilities do not meet standards set by local regulatory agencies. Improvements are proposed that address storm water runoff and water quality treatment, as well as how the project area relates to area-wide drainage and water quality improvement systems.

The final component involves improvements to the aesthetic character of the Kings Beach Commercial Core. Most of the business infrastructure (motels, retail, commercial, etc.) was developed in the 1950s. Because of a comparatively stable client base over the years, few of those facilities have been updated. As a result, TRPA scenic ratings for the Commercial Core area place it below the threshold value. Aesthetic improvements are proposed that enhance the scenic integrity of the Commercial Core.

Probable Environmental Effects

Probable environmental effects of the proposed Kings Beach Commercial Core project could impact several resources. A brief outline of those resources is provided below.

Air quality will be evaluated for both short-term and long-term impacts. Short-term impacts associated with the project will be from construction activities. Over long-term, the project could represent a benefit to the environment by reducing the number of idling cars and providing controlled intersections.

Water quality will be evaluated with regard to conveyance and storm water treatment needs. Water quality planning studies are currently being conducted to refine treatment needs and methods. The project is intended to present a benefit to water quality by removing pollutant loading from the project area

Because the project will not increase the capacity of existing roadways, a noise study is not proposed. Potential short-term noise impacts resulting from construction activities will be evaluated.

Traffic impacts will be assessed within the project area. A traffic study will be conducted to quantify, in part, when peak volumes occur, how traffic flow will be affected at these times, and where overflow will occur. Pedestrian circulation, vehicle miles traveled, and similar information will also be evaluated. Potential impacts to existing parking will be analyzed.

An evaluation of potential impacts to vegetation and wildlife (including habitat) will be conducted. This will include an evaluation of impacts to special status vegetation and wildlife species.

Soil characteristics will be evaluated for potential environmental effects based on land capability and land coverage, as well as slope and erosion hazard.

Visual resources within the project area will be analyzed within the context of the appropriate scenic roadway and recreation units. Scenic thresholds and impacts will be evaluated from selected viewpoints.

Prehistoric and historic period archaeological and architectural resources will be identified and evaluated based on the location of project disturbance.

Economic impacts of the project will be evaluated. This will include impacts to the community from construction, removal/relocation of parking spaces, change in local circulation patterns, relocation of businesses, emergency response, and others.

Other environmental resources identified through scoping and on-going studies will be evaluated. Project impacts will be assessed in light of established agency thresholds.

If you have further questions or require additional information regarding this matter, please contact **Lori Lawrence** at the address or telephone number provided above. This Notice of Preparation was circulated beginning November 18, 2002.

Attachment:	Figure 1.	General Study Area Boundary
	Figure 2.	Alternative Roadway Cross Sections
	Figure 3.	Roadway Option A – 4 Lanes with Signals
	Figure 4.	Roadway Option B – 3 Lanes with Roundabouts
	Figure 5.	Potential Parking Lot and Drainage Treatment Locations
	Figure 6.	Streetscape Concept Simulations – Curb Sidewalk
	Figure 7.	Streetscape Concept Simulations – Town Sidewalk with Street Trees

KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT NOTICE OF PREPARATION INFORMATION PACKAGE

I. PROJECT NAME AND DESCRIPTION

The proposed project involves partial reconstruction of a portion of State Route 28 (SR 28) and other improvements within the Community Plan boundaries of Kings Beach, California (Figure

1) The Kings Beach Commercial Core Projects involves the following components

1. Roadway improvements,
2. Pedestrian Access improvements (bike lanes and sidewalks including landscaping and streetscape improvements),
3. Water Quality improvements, and
4. Aesthetic improvements.

The purpose of this NOP Information Package is to provide project information to agency staff. It is hoped that this information will prove useful when scoping the level and content of the environmental documentation that will be required on behalf of the proposed project.

II. BACKGROUND / EXISTING CONDITIONS

Historically, Kings Beach has been one of the primary commercial and recreational centers in the Lake Tahoe Basin. State Route 28 (SR 28) extends through the Kings Beach commercial area, which is generally defined as extending from the SR 267 intersection at the western boundary to the intersection of SR 28 and Chipmunk Street at the eastern boundary. Land uses are predominantly tourist/recreational and commercial.

Over the years, land use development in Kings Beach has been influenced by the nature of its original subdivision. The 1926 "Brockway Vista" subdivision map laid out rectangular lots in a typical grid system. Many of the lots are small, measuring 7.6m in width and 38.1m in depth. This lay out has resulted in a large number of small structures confined by parcel width.

Originally constructed as a two-lane Forest Reserve road in the early 1930s, SR 28 cuts somewhat diagonally through the subdivision. Parcels in blocks adjacent to the highway are located perpendicular to the road and slightly askew from parcels and blocks in the remainder of the community. The limited width of the roadway allowed for roadside parking and an adequate setback between the roadway and adjacent buildings. During the 1960s, the roadway was expanded to four lanes through the commercial core area. The additional lanes were provided at the expense of the setback between buildings and the road. Roadside parking also was affected. During peak summer periods, there is a shortage of available parking in portions of the commercial core area. In addition, pedestrian crossing of the highway was made more difficult.

Placer County and the Tahoe Regional Planning Agency (TRPA) adopted the Kings Beach Community Plan¹ in 1996. That plan presents a vision intended to guide community enhancement activities. Major components of the Community Plan are directed at the commercial core. These include reconstruction of SR 28, providing improved pedestrian and bicyclist facilities, the installation of streetscape improvements, and the construction of water quality improvements.

The intent of the proposed project is to address specific traffic circulation, bicycle/pedestrian circulation, scenic, and water quality needs of the Kings Beach Commercial Core in a manner consistent with the Community Plan.

III. NEED AND PURPOSE

A need is a condition or circumstance that prompts consideration of a particular action or, as in this case, a proposed project. Understanding the need for the proposed Kings Beach project requires an understanding of land use planning at the regional level, and more specific project considerations.

Need One - Improve Pedestrian and Bicyclist Mobility Along the Commercial Core

Tourists come to Kings Beach to enjoy the areas' aesthetic and recreational resources and facilities. At times, the local population swells by as much as 550 percent. Convenient pedestrian access is a critical component of commercial and recreational activities that occurs in Kings Beach. Currently, sidewalks are present in only some locations. Where sidewalks are not present, pedestrians must walk along the edge of the street or along undeveloped portions of the right-of-way. Improved pedestrian access is needed. This includes access along the commercial core, between parking and the commercial core, and between the commercial core and adjacent recreation areas.

Bicycle use volumes are increasing in Kings Beach and in the Tahoe area generally. It is reasonable to assume that levels of bicycle use will continue to increase with time. Bicycle facilities are not present within the Kings Beach commercial core. Bicyclists are forced to ride in the roadway, competing with automobiles and pedestrians. There is a need to improve bicyclist access along the Commercial core. Meeting this need will require that sufficient space be identified and set aside for use by pedestrians and bicyclists. This might include sidewalks, curbs or other barriers intended to protect pedestrians, bike paths, and/or bike lanes.

There is a need to improve pedestrian and bicyclist access along SR 28 roadway within the Kings Beach Commercial Core.

The Community Plan includes a list of capital improvement projects intended to achieve identified Community Plan goals. Similarly, the Environmental Improvement Program (EIP) established by TRPA, lists projects considered necessary to achieve environmental goals in the

¹ Tahoe Regional Planning Agency, North Tahoe Community Plan, April 1, 1996

Lake Tahoe Basin. Finally, expanding opportunities for pedestrian and bicycle travel is a key element in both regional and community transportation plans. By meeting the identified need for improved pedestrian and bicyclist mobility, the proposed project will implement (fully or partially) projects listed in the **Community** Plan, in the May 2001 EIP update, and it will help achieve transportation goals. By doing so, the project will contribute to the achievement of planning goals at the community and regional level.

CIP Number	Project Category	Project Title / Description
Recreation		Recreation Trail System
Traffic / Air Quality	Sidewalk Program	Sidewalks along SR 28
Traffic / Air Quality	Recreation System	SR 28 Bike Lanes
EIP Number	Project Category	Project Title / Description
762 *	Air Quality / Traffic	Class II Bike Path, Dollar Hill to North Stateline
787	Air Quality / Traffic	Kings Beach Roadwork – Curb and Gutter
816 **	Air Quality / Traffic	Placer County Transit Improvements

* The area of implementation for this EIP project extends through, but is not limited to the Kings Beach Commercial Core Area.

** The area of implementation for this EIP project is countywide. While some improvements associated with this EIP project may be located in the Kings Beach Commercial Core Area, they need not be.

Need Two – Improve Pedestrian and Bicyclist Mobility Across SR 28

Providing safe pedestrian access across SR 28 is equally important. Currently, two signalized intersections are present at Coon Street and SR 267; each has pedestrian activated signals. Eight striped crosswalks are present at various locations along SR 28 in Kings Beach. However, crosswalk markings are visible only between June and November (striping is obliterated during the winter by snow removal equipment). Even where available and visible, these crossings offer the pedestrian only limited protection when trying to cross the roadway.

The Caltrans Traffic Concept Report for SR 28 identifies level-of-service “F” as the concept objective for Kings Beach in 2016, with no projects proposed to increase capacity. When the concept report was completed in 1997, the level-of-service was “B.” Conflicts between vehicles and pedestrians were cited as a major factor in the degradation of LOS.

In a recent Caltrans traffic study, five intersections were subjected to a warrant analysis based on 1999 traffic counts. Three intersections – Secline, Deer, and Chipmunk – do not meet warrants. The Bear intersection meets signal warrants based on interruption of continuous service, pedestrian traffic, four-hour volume, and peak-hour volume. The Fox intersection meets signal warrants based on interruption of continuous service and peak-hour volume.

Accident data for the period between January 1, 1998 and December 31, 2000 indicate that the rate of injury accidents, the rate of total accidents, and the overall accident rate within the project area is higher than for other similar facilities. Intersections at Secline, Deer, Coon, and Fox Streets have accident rates higher than the average for similar facilities. Accident levels along the project corridor and at project corridor intersections can be expected to increase as traffic, pedestrian, and bicyclist volumes increase.

There is a need to improve pedestrian and bicyclist access across SR 28 within the Kings Beach Commercial Core.

By meeting the identified need for improved pedestrian and bicyclist access at intersections, the proposed project will implement (fully or partially) projects listed in the Community Plan, and it will help achieve regional transportation goals. By doing so, the project will contribute to the achievement of planning goals at the community and regional level.

CIP Number	Project Category	Project Title / Description
Traffic / Air Quality	Highway Improvement	Coon Street Intersection Improvement
Traffic / Air Quality	Highway Improvement	Bear Street Intersection Improvement
Recreation		Recreation Trail System

Need Three – Improve the Aesthetic Character of the Commercial Core

Kings Beach has historically been one of the primary commercial and recreational centers of the Tahoe Basin. Most of the business infrastructure (motels, businesses, rentals) was developed in the 1950s. Because of a comparatively stable client base over the years, few of those facilities have been updated. As a result, they have not captured a share of the higher paying clientele that patronize more updated facilities in neighboring communities.

These factors have had an impact on the community. Placer County has prepared a strategic business development plan Kings Beach. That plan documents a steady slowing in recreation-related business indicators over the last decade, with an actual decline over the last few years. The Kings Beach Commercial Core is ripe for rehabilitation and revitalization. The commercial core is located within Roadway Unit 20. TRPA scenic ratings for this unit place it below the threshold value, and the unit is targeted for scenic restoration.

Providing an enhanced sense of community ("main street") can increase the community's ability to accommodate commercial and recreational activity by visitors to the area. This enhancement should include a strong emphasis on providing a more attractive pedestrian environment. This will result in improved business revenues and a greater willingness on the part of private property owners to invest in building renovations and other community improvements.

There is a need to improve the aesthetic character of the Kings Beach Commercial Core.

Aesthetic improvements should be included that enhance the scenic integrity of the commercial core. These may include entry statements at the east and west ends of the commercial core, the retirement and/or replacement of non-conforming signs, the installation of streetlights, benches, transit facilities, planters intended to separate pedestrians from the roadway, bicycle racks, trash receptacles, and additional landscaping. The goal of these activities would be to provide improved scenic quality ratings within the project area as measured by TRPA.

By meeting the identified need for aesthetic improvements, the proposed project will implement (fully or partially) projects listed in the *Community Plan* and the *Environmental Improvement Program (EIP)*. By doing so, the project will contribute to the achievement of planning goals at the community and regional level.

CIP Number	Project Category	Project Title / Description
Scenic		SR 28 Improvements
Scenic		Sign Program
Traffic / Air Quality	Sidewalk Program	Sidewalks / amenities along SR 28
EIP Number	Project Category	Project Title / Description
93	Scenic	Road Unit 20 Restoration

Need Four - Improve Water Quality

Primary responsibility for the protection of water quality in the project area rests with the California Regional Water Quality Control Board, Lahontan Region. The controlling document is the plan titled *Water Quality Standards and Control Measures for the Lake Tahoe Basin (Basin Plan)*. That plan sets water quality standards for surface and ground waters, including beneficial uses and objectives that must be maintained or attained to protect those uses. Control measures and prohibitions are identified. Portions of the Kings Beach project area are not currently in attainment of objectives set by the *Basin Plan*.

Most development in the community of Kings Beach occurred during the 1920s and 1930s, and during the late 1940s and 1950s. Drainage issues were not addressed from an area-wide perspective and water quality treatment was seldom integrated into local systems. Over the last twenty years, several erosion control projects have been constructed up-gradient (north) of SR 28. At this time, culverts underneath SR 28 do not meet applicable standards – they are too small to convey the required design flows. The capacity of up-gradient facilities is reduced as soon as they tie into existing roadway facilities. Also, very few storm water treatment facilities are present downstream (south) of SR 28. Facilities are necessary to accommodate and treat storm water generated in the project comdor, and storm water conveyed into the area from up-gradient.

Portions of the existing drainage system, constructed in the 1960's, are undersized and provide no water quality treatment. Recent upgrades north of SR 28 have increased drainage network capacity and improved sediment control. However, the restricted capacity of culverts underneath the roadway limits the extent to which up-gradient waters can be conveyed through the right-of-way. Also, proximity to Lake Tahoe limits options available for the treatment of storm water runoff. Because of these limitations, existing area-wide storm water treatment facilities do not meet standards set by local regulatory agencies.

There is a need to improve area-wide drainage systems and water quality in Kings Beach. These improvements are necessary if Placer County and Caltrans are to achieve water quality goals set by TRPA and Regional Water Quality Control Board plans.

Meeting this need will involve the consideration of four major factors. First, limited space is available to accommodate large treatment facilities that could address area-wide storm water flows. As a result, emphasis needs to be placed on source control. Second, storm water collection facilities will be needed along SR 28, along side streets, and in parking areas. Third, conveyance facilities will need to be sized to accommodate agreed upon design flows. This includes natural streams, such as Griff Creek, and storm water conveyances. Of particular concern will be conveyances that extend under SR 28. Fourth, treatment will be required for collected and conveyed storm water.

By satisfactorily meeting the identified need for improving water quality, the proposed project will implement (fully or partially) several projects listed in the *Community Plan* and in the year 2001 *EIP* update. By doing so, the project will make a substantial contribution toward achieving planning goals at the community and regional level.

CIP Number	Project Category	Project Title / Description
SEZ Restoration		Griff Creek
Water Quality	BMP Implementation	SR 28 Shoulders
Water Quality	BMP Implementation	Parking Lots
Water Quality	BMP Implementation	Backstreet Areas
Water Quality	Area-Wide Drainage	Implements Area-Wide Systems
Water Quality	Treatment Facilities	Conduct Study
EIP Number	Project Category	Project Title / Description
15	Water Quality	Kings Beach Residential Area
649 *	Soils / SEZ	Restore 40 Acres of SEZ – Placer County
733	Water Quality	Kings Beach Industrial Area
* 10060	Water Quality	Kings Beach Commercial Area

The area of implementation for this EIP project is countywide. While some improvements associated with this EIP project may be located in the Kings Beach Commercial Core Area, they need not be.

Project Purposes

A purpose is a subsidiary action that can be taken while attempting to achieve an identified need. Several potential project purposes have been identified during project team meetings, agency scoping, and public workshops. Placer County has identified the following purposes as pertinent to the present planning process.

- Improve fisheries access along Griff Creek: Culverts under SR 28 along Griff Creek will likely be replaced. This provides an opportunity to design the new conveyance features (as part of the overall proposed water quality improvements) in such a way as to accommodate fish movement during a variety of flow scenarios.
Minimize adverse impacts to private property: The construction of elements identified as necessary to meeting the project's needs may require intrusions onto private property. To the extent practicable, such intrusions should be limited.
- Provide replacement parking for any parking lost along SR 28 due to the project: The change in parking availability due to various potential project activities (roadway, water quality, and pedestrian access improvements) would vary depending on the project's final configuration. Factors most likely to affect parking impacts include the number and

nature of intersections slated for improvement, and the width of roadside amenities (sidewalks and landscaping).

Improve public safety: Providing improved pedestrian and bicyclist facilities, and improved intersections will improve public safety substantially. During project design, attention will be directed toward the identification of other measures that might improve public safety even further. To the extent practicable, such measures will be integrated into the project design.

Consider post-construction operation and maintenance costs associated with water quality improvements: Once constructed, many water-quality improvements will require routine operational expenses and regular maintenance. The project design will attempt to achieve a reasoned blend between functionality and maintainability. Operation and maintenance costs will be estimated for each alternative.

Maintain circulation patterns: As noted above, SR 28 is a component of the California state highway system and, as such, the project design must maintain an appropriate and adequate circulation pattern. The proposed project will need to be designed and implemented in such a manner that addresses traffic circulation.

These purposes will be considered during the development of the project's preliminary and final design, and during mitigation planning.

It is possible that meeting some or all of these project purposes may allow the proposed project to implement (fully or partially) projects listed in the *Community Plan* and in the year 2000 *EIP* update. By doing so, the project will make a substantial contribution toward achieving planning goals at the community and regional level.

CIP Number	Project Category	Project Title / Description
Traffic / Air Quality	Parking Program	Community Parking Lots
SEZ Restoration		Griff Creek
Recreation		Recreation Trail System
EIP Number	Project Category	Project Title / Description
410	Fisheries	Griff Creek Stream Habitat, Culvert Improvements

IV. LIST OF ALTERNATIVES

CEQA and TRPA require that consideration be given to a range of alternatives that could feasibly achieve the project's goals. The Kings Beach Commercial Core Improvement Project consists of four integrated elements: modification of the roadway, construction of water quality improvements, construction of improved pedestrian access, and construction of parking areas. Alternatives are identified for each element of the overall project.

Roadway Design Options

Caltrans prepared a traffic analysis of the project area. That analysis reviews current and projected levels-of-service, defines seven alternate project configurations, and reviews those alternatives on the basis of how they would affect projected traffic conditions. Also, the analysis

reviews intersection data to determine the need for additional signals. The traffic report concluded that six of the seven alternatives could be dropped from further consideration. The one remaining alternative is proposed for evaluation within the environmental document. Since that time, members of the public have proposed an alternate roadway design. This alternative would reduce the number of lanes and would make use of roundabouts in lieu of signals at key intersections. Two roadway design options, in addition to the No Action/No Project alternative, are proposed for consideration in the environmental document.

- • No Action/No Project: No modifications would take place to the roadway. --The existing roadway with two travel lanes in each direction would be retained.
- Roadway Option A: The roadway would consist of two 3.6m wide vehicle travel lanes in each direction (roadway width of 14.4m). Turn pockets would be present at four signalized intersections. Two of the signals exist currently (SR 267 and Coon Street), while the other two (Bear Street and Fox Street) are proposed. Turn pockets would be sized to accommodate anticipated turning vehicle volumes. A continuous center turn lane would not be provided.
- Roadway Option B: The roadway would consist of one 3.6m wide vehicle travel lane in each direction, separated by a 3.6m wide left turn lane (roadway width of 10.8m). Roundabouts would be constructed at the Bear, Coon and Fox street intersections. The existing signal at SR 267 would remain. To accommodate roundabout geometry, block-long segments of Brook, Salmon, and Minnow streets would be converted to one-way (east-bound) roadways.

Storm Water Treatment Design Options

The Kings Beach Commercial Core Improvement Project will include a storm water collection, conveyance, and treatment system. That system will be designed to accommodate storm water runoff that flows immediately onto the SR 28 right of way. Caltrans is responsible for storm water collected from the immediate right of way, while Placer County is responsible for the collection of storm water that flows into the right of way from immediately adjacent properties (see the attached study area figure). Conveyance facilities will be designed to accommodate Caltrans and Placer County collected flows, and, as necessary, any upstream, pass through flows. Treatment facilities to be constructed as part of the proposed Kings Beach project will be sufficient to accommodate storm water collected from the Caltrans and Placer County areas of project responsibility.

Specific types of treatment and treatment site locations have not yet been identified. However, vacant parcels located within the immediate vicinity have been included in the study area (see the attached study area figure). It is proposed that the environmental document examine many of the identified parcels found most feasible as treatment locations, with the expectation that environmental review will result in a comparative ranking of the parcels. The environmental document will also examine the No Action/No Project alternative in which no storm water collection, conveyance, and treatment system would be installed.

The primary goal of this project element would be to meet water quality goals required by the other project improvements. A secondary goal is to ensure that project specific improvements and facilities are compatible with existing and proposed area-wide systems.

Bicycle-Pedestrian Design Options

Two bicycle-pedestrian access options were identified in the Commercial Core Improvement Project Feasibility Study (Harding ESE 2000). However, only one of these options, in addition to the No Action/No Project option, is recommended for continued consideration. Potentially, a local agency could assume responsibility to maintain improvements located along side the roadway, including sidewalks, planters, street lighting, landscaping, and other amenities.

- a No Action/No Project: No modifications would take place. No facilities for bicycle-pedestrian access would be constructed.
- Bicycle-Pedestrian Access (With Striped Bike Lane): A 3.2m landscape-sidewalk area is proposed along both sides of SR 28, from SR 267 to Chipmunk Street. In some areas, the sidewalk would be 3.2m in width and would not contain landscaping. In other areas, the width of the landscape and sidewalk areas would vary from 1.1 to 1.4m and 1.8 to 2.1m, respectively, to maintain a total width of 3.2m. A 2.4m wide striped lane would be present along each side of the road except for constraint points, such as intersections, etc., where a 1.5m minimum bike lane shall be provided. That 2.4m wide striped lane would allow for parallel parking. Also, a 1.5m, striped lane would be provided for bicycle travel.

Parking Options

LSC Transportation Consultants, Inc. has conducted a parking study (2000) for the Kings Beach commercial core. That study was intended to assess the impacts of proposed streetscape improvements, evaluate potential parking improvements, and provide a plan for recommended improvements. Results of the study show that the current commercial parking supply consists of 1,135 legal spaces (excluding residential and lodging properties). Based on a worst-case analysis, approximately 180 spaces might be lost as a result of the project. The immediate project goal is to replace lost parking spaces. By providing additional parking in appropriate locations, parking losses induced by the project could be offset.

Twenty potential parking lot locations were identified as part of the parking study (LSC 2000), or as a result of subsequent field reviews. It is proposed that the environmental document examine many of the identified locations found most feasible as potential parking sites, with the expectation that environmental review will result in a comparative ranking of the parcels. Selection criteria might include operational advantages and disadvantages (such as ease of traffic and pedestrian movements), visibility to motorists, financial feasibility, and environmental issues. The environmental document will also examine the No Action/No Project option in which case, no parking would be constructed.

Project Alternatives

Based on the preceding discussion, the completed project would have a potential curb to curb width of either 17.4m or 19.2m under Roadway Option A. This includes a total roadway width of 14.4m. Parking and a potential bike lane along both sides of SR28 would add another 1.5m to 2.4m in width. For Roadway Option B, curb to curb width will equal 13.8m to 15.6m and will include a total roadway width of 10.8m and 3.0m to 4.8m of total bike lane. Beyond the curb, the project will result in an additional 6.4m of landscape sidewalk area (3.2m on each side of the roadway).

Overall project alternatives will be defined based on reasoned combinations of roadway, pedestrian, water quality, and parking options. Specific project alternatives will be defined as studies proceed. The goal would be to have a discrete number of defined project alternatives by the time of the notice of preparation.

V. PROPOSED PROJECT – THE PREFERRED ALTERNATIVE

At this time, Placer County and Caltrans have not identified a preferred alternative. Each of the element project alternatives will be analyzed equally and the end result of the environmental review will be an identification of a recommended alternative.

VI. ENVIRONMENTAL COMPONENTS

Each of the following components are envisioned to be addressed and evaluated in the environmental document:

1. Air Quality: Air Quality will be evaluated for both short-term and long-term impacts. Short-term impacts associated with the project will be from construction activities. Long-term impacts include stationary, mobile and point source emissions.
2. Water Quality: Water Quality will be evaluated for capacity and storm water treatment and analysis of existing conditions. A preliminary Drainage Master Plan has been prepared by Placer County. Additional studies are under way to refine treatment needs and methods.
3. Noise: Noise will also be evaluated for potential short-term and long-term impacts. The short-term analysis will be based on construction activities. Long-term noise impacts will be evaluated including stationary, mobile and point source emissions.
4. Soils/Geology: Soil characteristics will be evaluated for potential environmental effects based on Land Capability, Land Coverage as well as the slope and erosion hazard within the project area.

5. Wildlife: The evaluation will include potential effects on existing wildlife habitat, if any, as well as any species identified as sensitive within the project area.
6. Vegetation: Any impacts as a result of this project to existing native vegetation will be addressed. Sensitive plant species will be identified if any exist.
7. Traffic: Traffic impacts will be assessed at each intersection within the project area. Pedestrian circulation, vehicle miles traveled, etc. will also be evaluated. A preliminary Traffic Analysis has been prepared by Caltrans.
8. Parking: Any potential impacts to existing parking will be analyzed as well as mitigation to replace loss of parking spaces as a result of this project. LSC Transportation Consultants, Inc. have also prepared a Parking Study.
9. Hazardous Waste: Any disturbance of contaminated areas, exposure to workers during construction process, or spills as a result of construction will be evaluated.
10. Scenic: The visual resource will be analyzed for the appropriate scenic roadway unit and recreation unit. Scenic thresholds and impacts will be evaluated in the environmental document from selected viewpoints.
11. Cultural and Historic: An evaluation will be based on site disturbance and mitigation measures will be identified if any artifacts are encountered during construction.
12. Economics: The effects of relocated parking spaces for local businesses as well as the impacts related to the improvement of pedestrian access will be analyzed.
13. Public Utilities: The impacts to the local public utilities will be addressed in the environmental document.

VII. PROBABLE EFFECTS TO THE ENVIRONMENT

Probable environmental effects of the proposed Kings Beach Commercial Core Project may include impacts on air quality, water quality, noise, traffic, parking, wildlife, vegetation, soils, scenic resources, cultural and historic resources, and economics as referenced previously. Project impacts will be assessed in light of established agency thresholds. Mitigation measures will be proposed for all identified significant impacts.

VIII. NAMES AND ADDRESSES OF NOTIFIED PERSONS/AGENCIES

The following agencies have been invited to participate in scoping the environmental document for the Kings Beach Commercial Core Improvement Project.

Placer County

Ken Grehm, Bob Costa, Rebecca Bond - Project Manager
11414 B Avenue
Auburn, CA 95603

CalTrans- District 3

Dick Melim, Mike Forga, Steve Hetland, Mike Bartlett
P.O. Box 911
Marysville, CA 95901

Federal Highway Administration

RC Slovensky, Christina Hibbard
980 9th Street, Suite 400
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Tahoe Regional Planning Agency

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IX. LEAD AGENCY

It is anticipated that the environmental document prepared on behalf of the Kings Beach Commercial Core Improvement Project will need to comply with legal requirements established by the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), and TRPA. Responsibility for compliance with NEPA lies with the Federal Highway Administration (FHWA). Placer County is responsible for compliance with CEQA; other state agencies will participate either as trustee agencies or responsible parties. TRPA will be responsible for compliance with its Code of Ordinances.

The level of documentation anticipated as necessary to comply with each is discussed below:

- CEQA: At this time, Placer County is recommending that an Environmental Impact Report be prepared. Issues to be addressed include the potential for aesthetic impacts,

impacts to special status plant and animal species, water quality impacts, impacts to cultural resources, noise and air quality impacts, the disruption of local utilities, and other potential impacts to resources administered or regulated by the State of California.

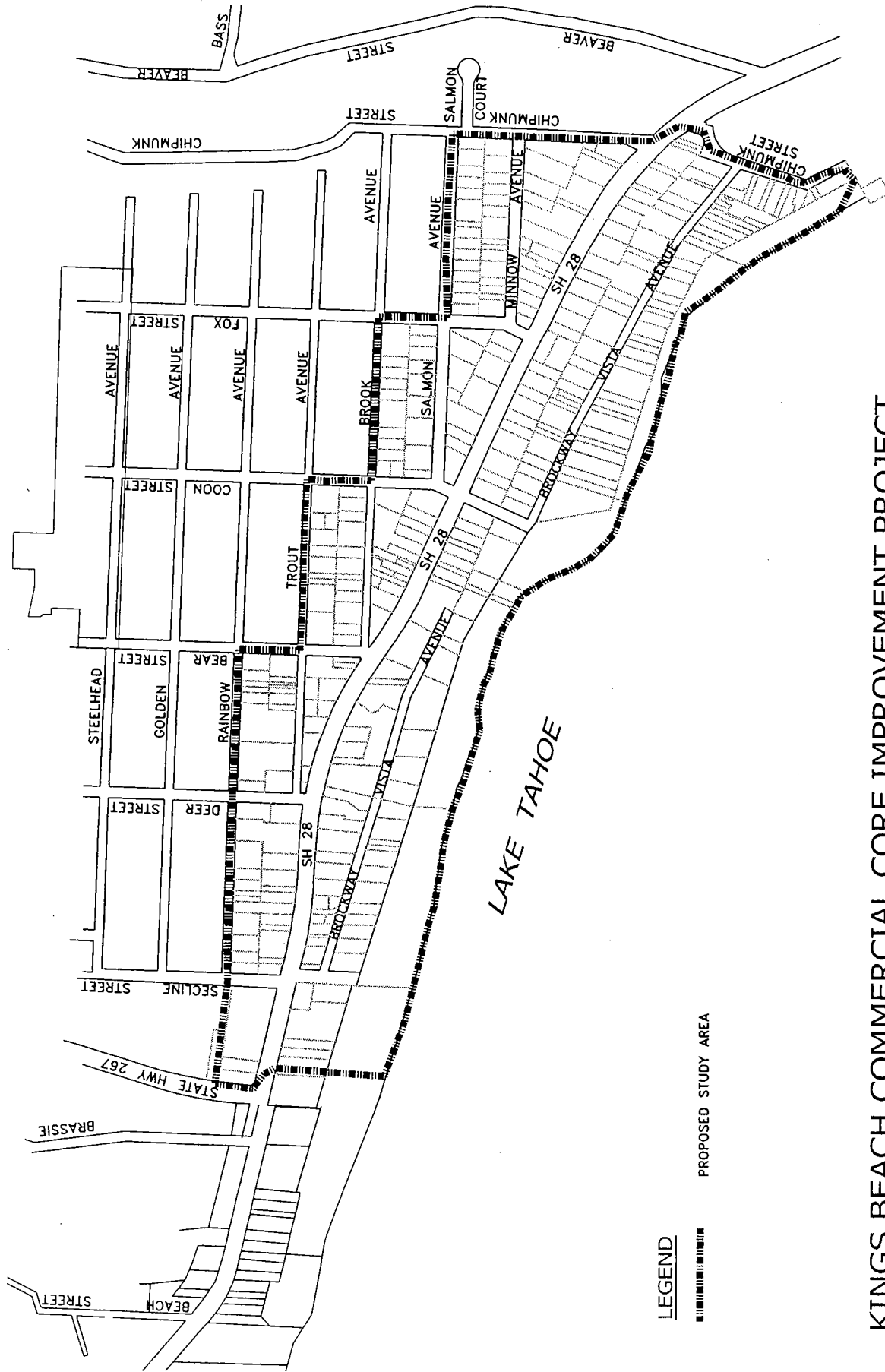
- NEPA: At this time, FHWA is recommending that an Environmental Assessment be prepared. Issues to be addressed include compliance with U.S. Corps of Engineers regulations regarding the management of wetlands, U.S. Fish and Wildlife regulations regarding special status plants and animals, and federal regulations regarding the administration of cultural resources. If significant impacts are identified, an environmental impact statement may need to be prepared.
- TRPA: At this time, TRPA is recommending that an Environmental Impact Statement be prepared. Issues to be addressed include project compliance with ordinances dealing with water quality, land use planning (the **Community** Plan), coverage, noise and air quality, visual resources, cultural resources, traffic, and other resources administered or regulated by TRPA.

It is anticipated that all of these regulatory needs can be satisfied within the context of a single environmental document. It is estimated that the environmental document will require 24 to 36 months to complete.

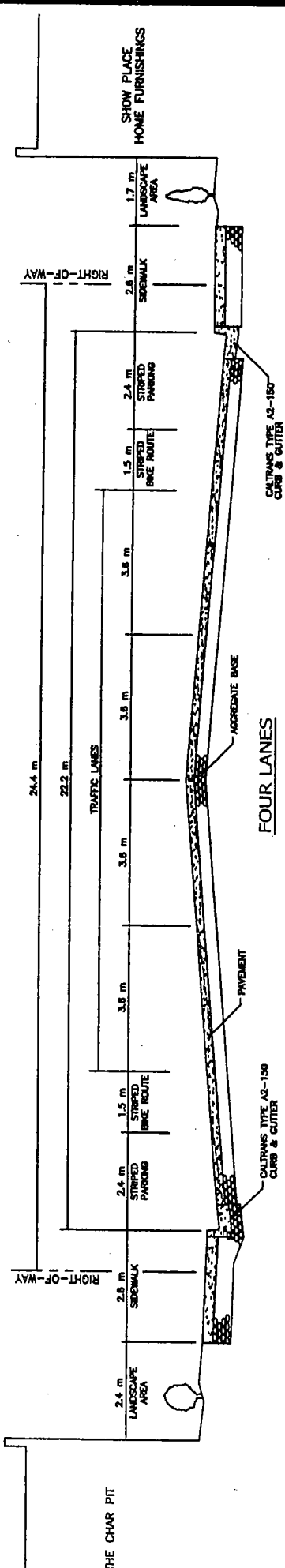
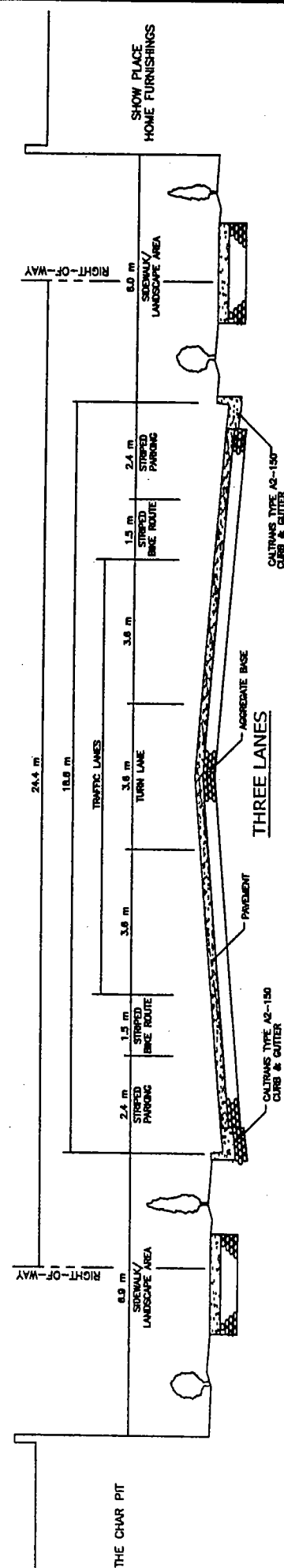
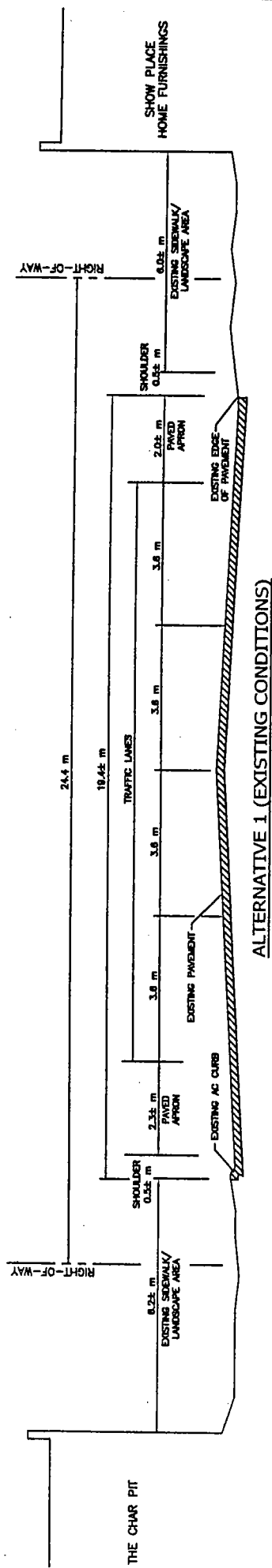
X. PROJECT TIME SCHEDULE

Key scheduling milestones for the Kings Beach Commercial Core Improvement Project are identified below. Tentative completion dates are also provided.

09/2001	PSR-PDS Approved
09/2001	Begin Environmental Study and Project Report
04/2004	Project Approval and Environmental Clearance
05/2004	Submit Utility Conflict Maps
05/2004	County Submit's Maps to Caltrans Right-of-way
08/2004	Engineering Appraisal Maps Approved by Caltrans
12/2005	District PS&E Approval
12/2005	All Permits Acquired
02/2006	Complete PS&E and Bid Package
02/2006	Right-of-way Certification
03/2006	Advertise for Construction Bids
05/2006	All Funding Secure
06/2006	Begin Construction
10/2008	Complete Construction



KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT GENERAL STUDY AREA BOUNDARY

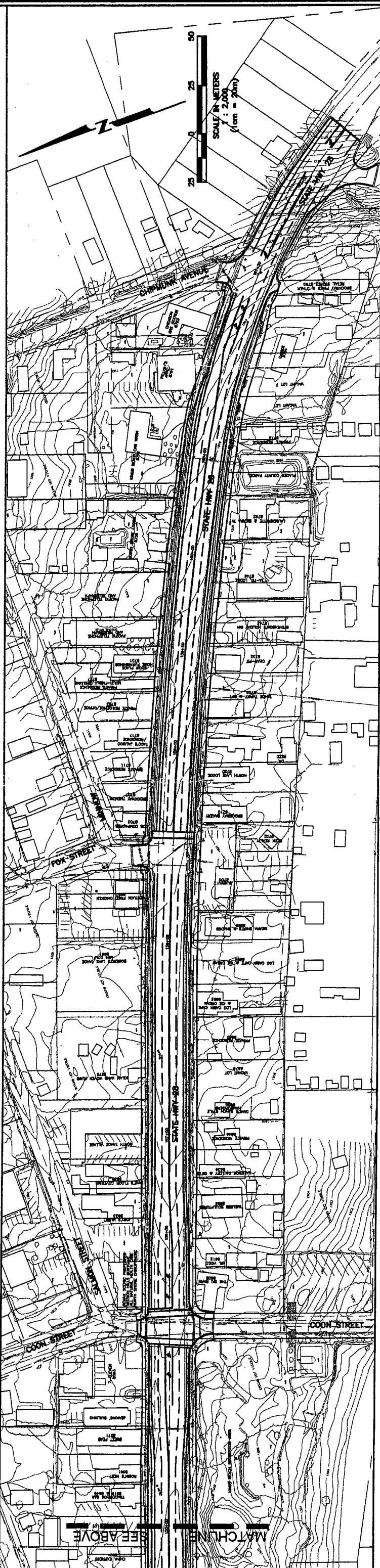
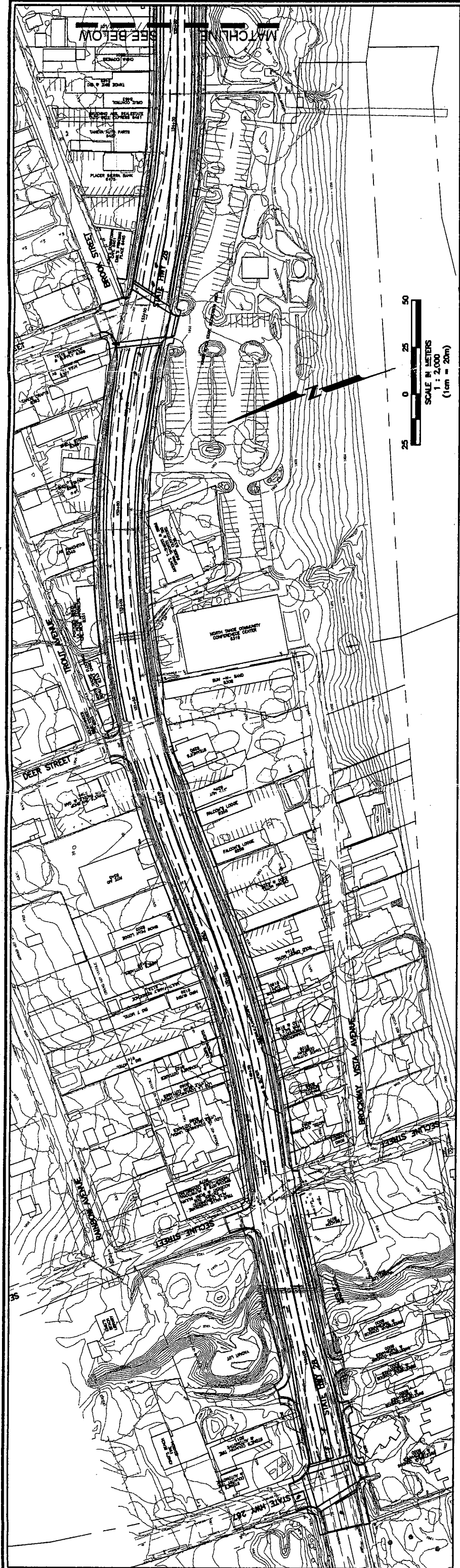


PROJECT ALTERNATIVES

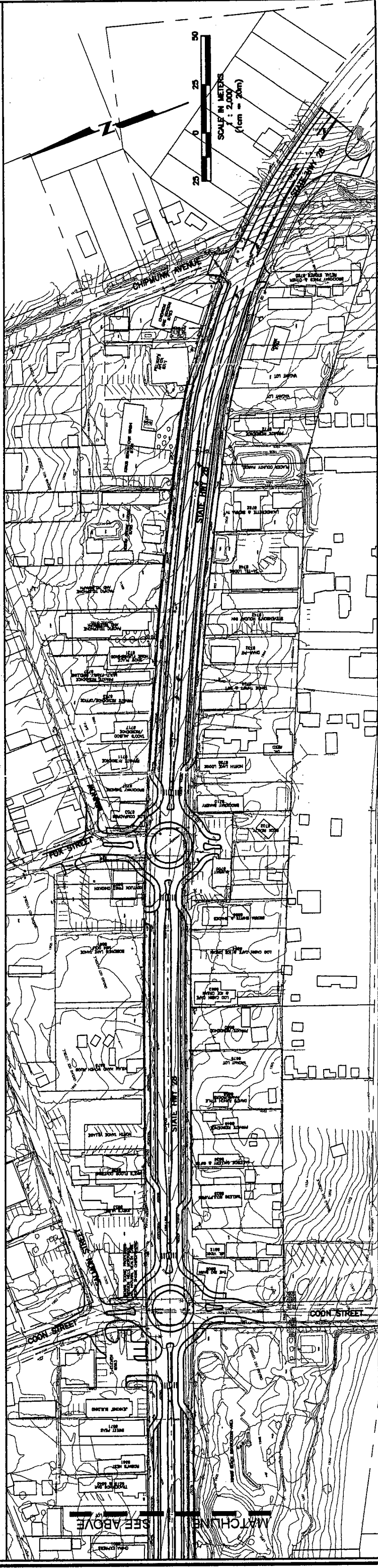
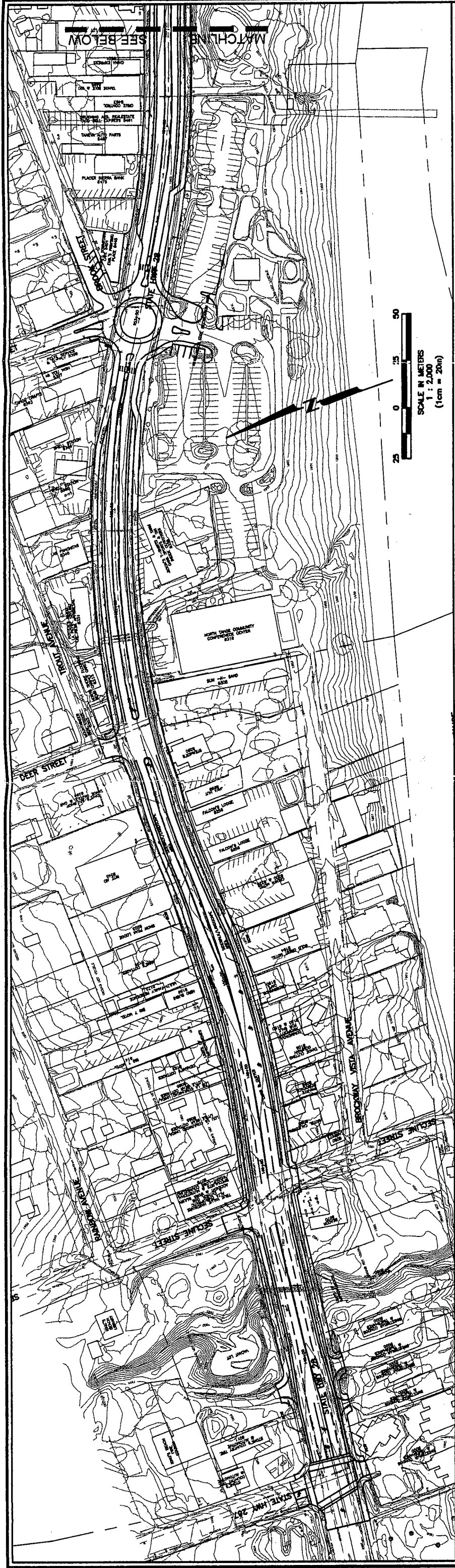
Harding ESE
A BIACTEC COMPANY

Engineering, Planning, Surveying,
& Construction Services
1572 East College Parkway, Suite 182
Corvallis, OR 97331
(503) 838-9992

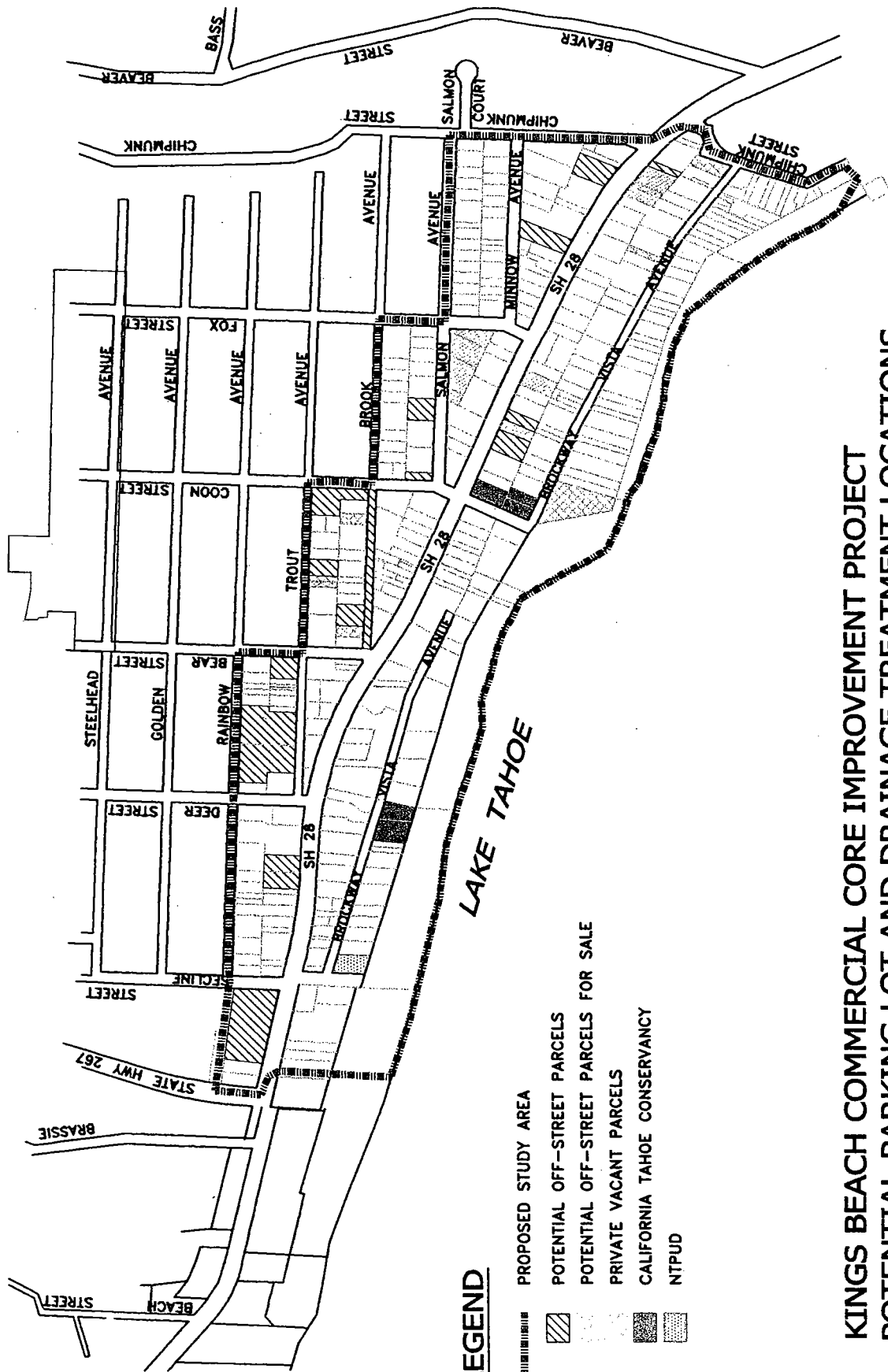
Fig. 2



KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT ROADWAY OPTION A - 4 LANES WITH SIGNALS

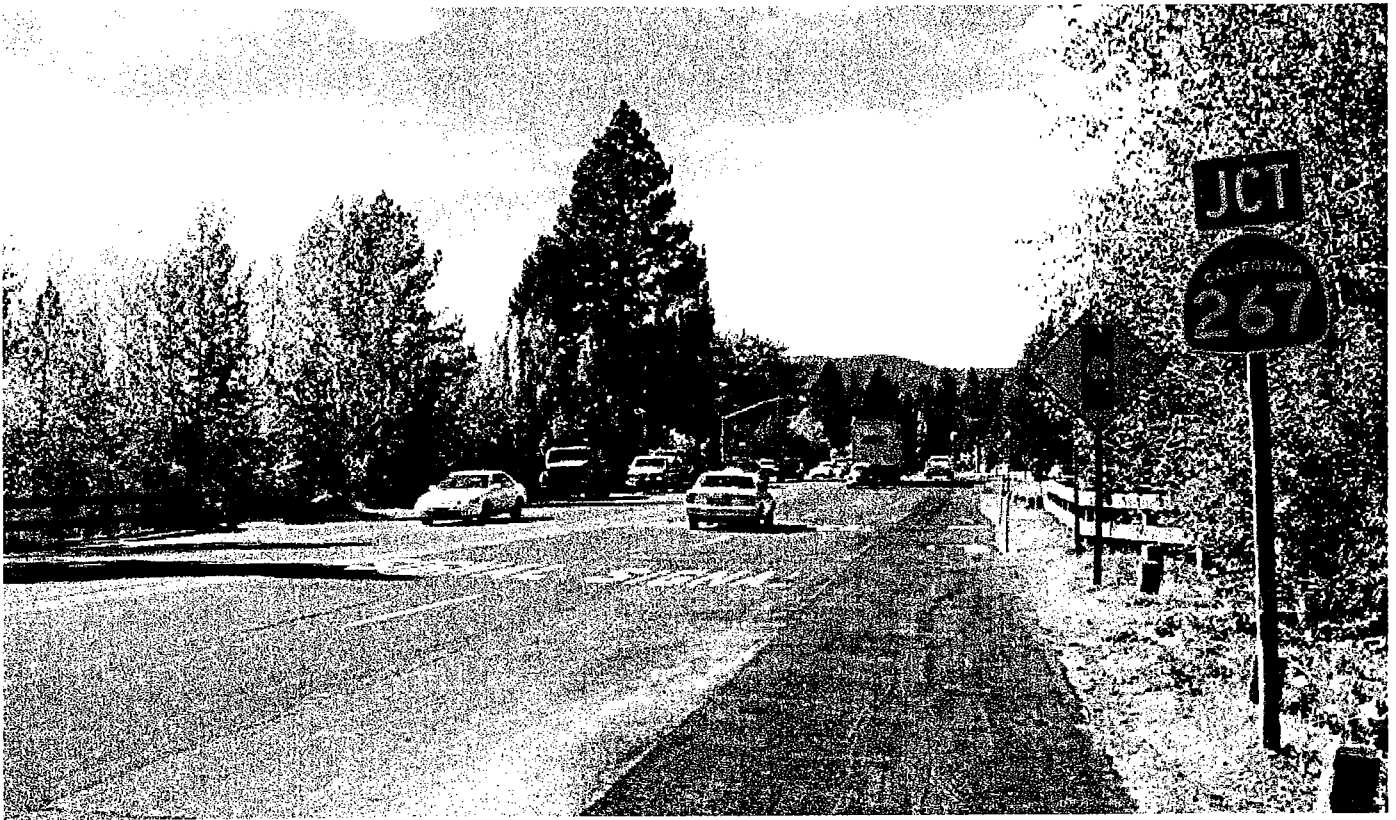


KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT ROADWAY OPTION B - 3 LANES WITH ROUNDABOUTS



KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT POTENTIAL PARKING LOT AND DRAINAGE TREATMENT LOCATIONS

**KINGS BEACH CORE IMPROVEMENT PROJECT
STREETSCAPE CONCEPT SIMULATIONS**



BEFORE



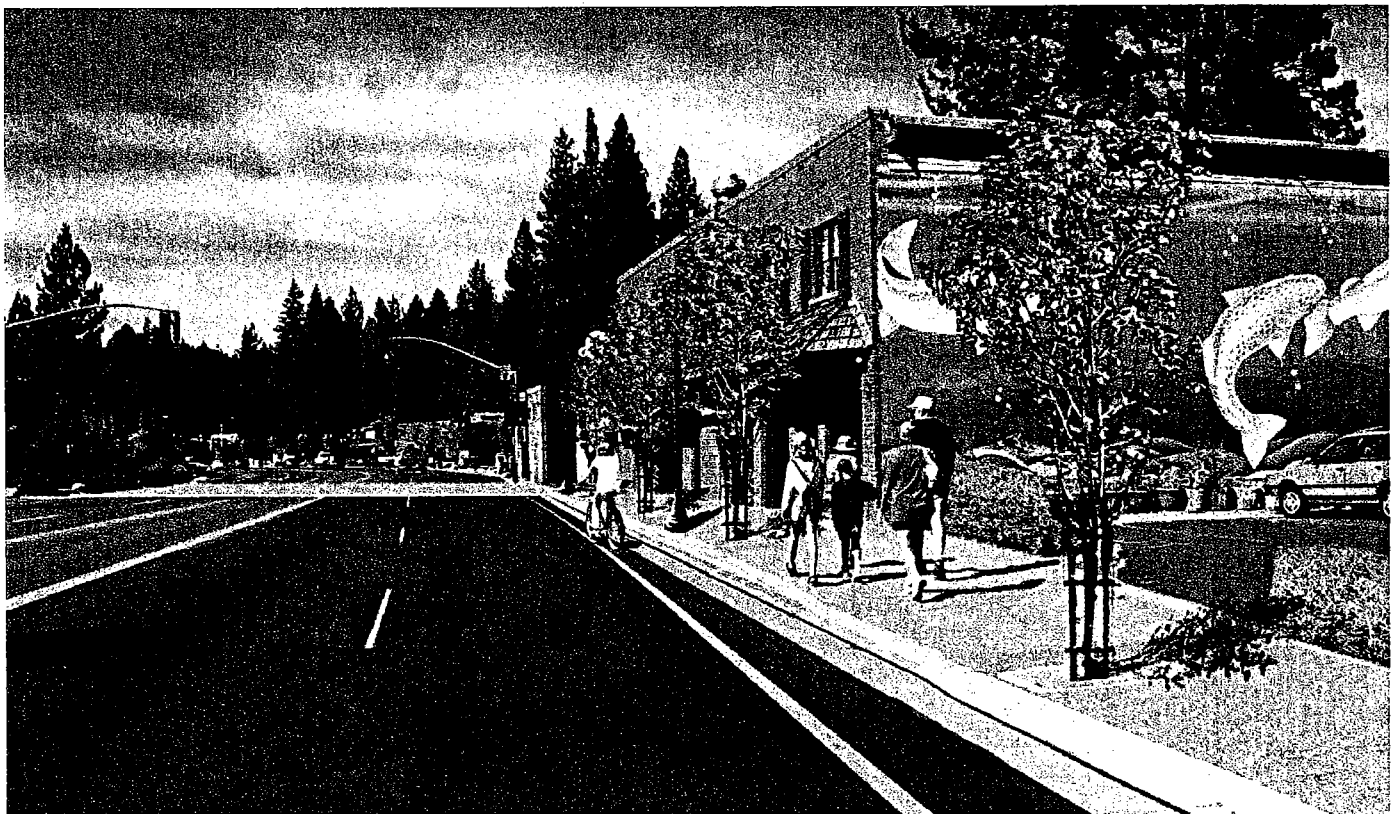
AFTER

Figure 6. Curb Sidewalk with Informal Planting

**KINGS BEACH CORE IMPROVEMENT PROJECT
STREETSCAPE CONCEPT SIMULATIONS**



BEFORE



AFTER

Figure 7. Town Sidewalk with Street Trees